

**Aviation Plan Variations**

**REGIONAL COUNCIL ATTACHMENT #4.2.1**

**Thursday, June 5, 2003**

**000084**

# REPORT

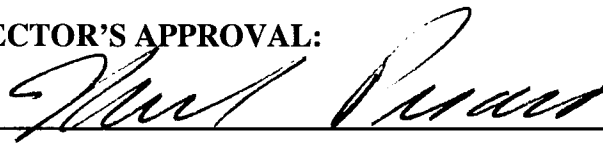
**DATE:** May 5, 2003

**TO:** Regional Council

**FROM:** Rich Macias, Manager, Aviation and Environmental Planning  
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**RE:** Aviation Plan Variations

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Authorize staff to evaluate two aviation plan variations as part of the Regional Transportation Plan Program Environmental Impact Report. The Transportation and Communications Committee approved this action at the May 1 meeting.

**SUMMARY:**

The Aviation Task Force requested staff to revise the 2001 Adopted Aviation Plan to account for local aviation policy decisions, the current economic downturn and the effects from the 2001 terrorist attack and the loss of major passenger and cargo serving capacity caused by the removal of El Toro as a commercial airport. Staff developed two adopted plan variations and forecast them to 2030 based on those physical, economic and policy constraints for both air passengers and air cargo.

**2030 Air Passenger Forecasts (in Millions)**

	BUR	ELT	JWA	LAX	LGB	MAR	ONT	PSP	PMD	SBD	SCI	Total
Constrained	9.6	0.0	10.8	78.0	3.0	1.0	30.0	2.9	2.2	2.5	0.8	140.8
Moderate	10.7	0.0	10.8	78.0	3.8	4.2	37.9	2.9	2.9	2.0	0.8	154.0

**2030 Air Cargo Forecasts (in thousands of tons)**

	BUR	ELT	JWA	LAX	LGB	MAR	ONT	PSP	PMD	SBD	SCI	Total
Constrained	83	0	43	3,268	123	825	2,605	146	143	821	283	8,340
Moderate	84	0	43	3,120	133	1,053	2,272	125	145	1,114	360	8,449

The aviation plan adopted for the 2001 RTP forecast a total of 167.3 million passengers by 2025. This represents a 3.5% average annual increase from 2000 levels. Extrapolating the 2001 plan to 2030 using this growth rate produces a passenger total of 198.6 million passengers for 2030. Compared to this extrapolated forecast, the constrained variation, at 140.8 million passengers represents a 28.5% potential loss of demand served in the region. The moderate variation, at 154 million passengers, represents a 21.7% potential loss of demand served in the region.

This potential loss of passengers served represents a potential economic loss of \$34.8 billion in regional economic output and 250,650 jobs for the constrained variation, and \$26.6 billion and 191,570 jobs in the moderate variation. These figures are based on the aviation economic analysis performed for the 2001 RTP aviation plan.

At the April 10 Aviation Technical Advisory Committee meeting, the ATAC endorsed the two aviation plan variations for evaluation in the 2004 Regional Transportation Plan Program Environmental Impact Report. At the April 17 Aviation Task Force meeting, the task force concurred, recommending the TCC authorize staff to evaluate the variations.

At the May 1, 2003 meeting of the Transportation and Communications Committee, it was recommended that SCAG proceed with the variations, noting that a third runway at Ontario Airport may be infeasible. Staff will consider these factors in the further development and evaluation of the variations.

## **BACKGROUND:**

The Aviation Task Force was re-established in 2002 to revise the 2001 Adopted Aviation Plan to account for recent changes in the aviation industry as well as local aviation policy decisions that impacted the Adopted Aviation Plan. These changes include the effects from the 2001 terrorist attack, the current economic downturn and the removal of the former Marine Corps Air Station El Toro.

Two variations of the Adopted Aviation Plan were forecast to 2030. The "Constrained" Variation is similar to a "no project" alternative that assumes no change in existing physical or legally enforceable capacity constraints. The "Moderate Expansion" Variation assumes some minor capacity enhancements at urbanized airports (Burbank, John Wayne and Long Beach).

The Constrained Variation represents a 28.5% potential reduction in forecast passengers from the adopted plan (extrapolated to 2030) and the moderate variation represents an 21% potential reduction in forecast passengers from the (extrapolated) adopted plan. The reductions can be attributed to several factors including the current economic slowdown; changes in air travel behavior after the 9-11-2001 terrorist attack and the removal of El Toro from consideration as a commercial airport.

At the April 10 Aviation Technical Advisory Committee meeting, the ATAC endorsed the two aviation plan variations to be evaluated for the 2004 Regional Transportation Plan Program Environmental Impact Report, provided a thorough evaluation occurred, including a comparison to the FAA forecast. At the April 17 Aviation Task Force meeting, the task force concurred.

## Assumptions include:

### **Constrained Variation**

- LAX: Existing physical capacity of 78 MAP
- Burbank: Existing physical capacity
- John Wayne: Recently adopted renewal of the Settlement Agreement to 10.8 MAP
- Long Beach: Existing flight restriction of 41 flights/day, or 3 MAP
- Ontario: Existing physical capacity of the airport's current runway system
- San Bernardino, Southern California Logistics and Palmdale: Cargo, charter, corporate aviation, and commuter/short-haul passenger service. Market Incentives assumed
- March Cargo, charter and corporate aviation only. Market Incentives assumed
- Maglev: No Maglev.

### **Moderate Expansion Variation**

- LAX: Existing physical capacity of master plan Alternative D, including terminal gate reductions that would be needed to keep the capacity to 78 MAP
- Burbank: The capacity of the existing terminal assuming the current 14 aircraft parking positions (gates), plus several potential remote parking positions accessed by passenger shuttle service, allowable within the airport's existing ramp area
- John Wayne: Recently adopted renewal of the Settlement Agreement to 10.8 MAP beyond 2015
- Long Beach: An up gauging of aircraft that would allow the airport to reach 3.8 MAP within its 41 commercial flights/day restriction, as well as commuter jet activity
- Ontario: A third runway would be assumed, constructed to the south of the existing complex, but within the existing airport property boundaries (i.e., less than 4300 feet separation) Maximum coordination of service provided between Ontario and San Bernardino would be assumed, as well as some diversion of cargo from Ontario to San Bernardino, Southern California Logistics and March to maximize the passenger carrying potential of Ontario
- San Bernardino, Southern California Logistic, Palmdale and March: All unconstrained, with the full range of market incentive assumed in the 2001 plan
- Maglev assumed to be in operation.

**FISCAL IMPACT:** No fiscal impact. Cost of evaluating variations already programmed into RTP PEIR budget.